

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ULOO

Terminal Charts For ULOO

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Pskov Rus
IATA Code: PKV
Lat/Long: N57° 47.1' E028° 23.9'
Elevation: 154 ft

Airport Use: Public
Magnetic Variation: 8.4 °E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: No

Sunrise: 0244 Z
Sunset: 1727 Z,

Runway Information

Runway: 01
Length x Width: 6562 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 149 ft
Lighting: Edge

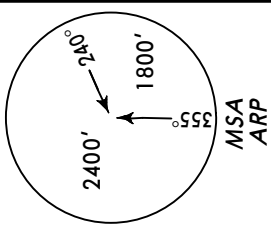
Runway: 19
Length x Width: 6562 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 154 ft
Lighting: Edge, ALS, TDZ

Communication Information

Pskov Tower 122.0

Apt Elev
154'

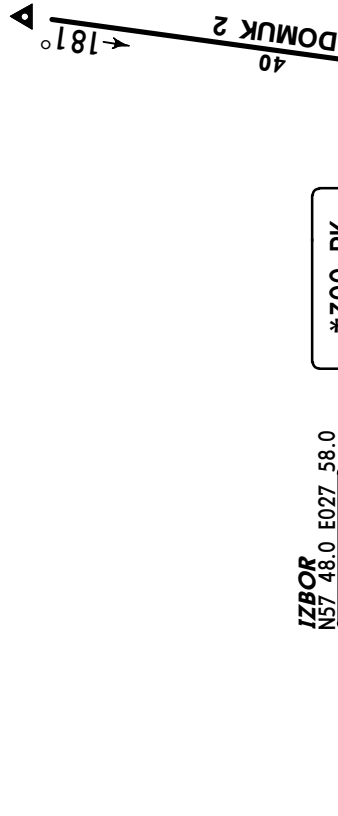
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3440' (3291')



DOMUK 2, ORTOK 2 PEMAS 2, PEMAS 2A [PEMA2A] RWY 01 ARRIVALS

ALT/HEIGHT CONVERSION QNH (QFE)	
4090'	(3941' - 1200m)
3440'	(3291' - 1000m)
3110'	(2961' - 900m)
1790'	(1641' - 500m)

DOMUK
N38 24.0 E028 32.5
Between
FL130 & FL60



***300 PK**
N57 44.2 E028 22.1
At or above
FL50

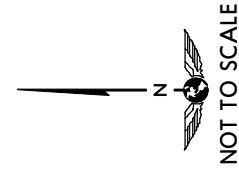
IZBOR
N57 48.0 E027 58.0
At or above
FL50

ORTOK
N57 49.0 E027 36.0
087° 12
099°

PEMAS
N57 43.9 E029 23.6
Between
FL130 & FL80

PEMAS 2
N57 37.7 E028 25.6
Between
4090' (3941') &
1790' (1641')

PEMAS 2A
N57 37.0 E028 24.1
At 1790' (1641')



1 N57 41.2 E028 20.3
At 1790' (1641')

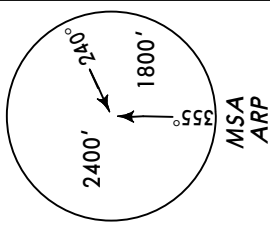
N57 39.7 E028 14.3
At 3110' (2961')

N57 38.3 E028 18.6
At 1790' (1641')

N57 37.3 E028 21.4
At 1790' (1641')

Apt Elev
154'

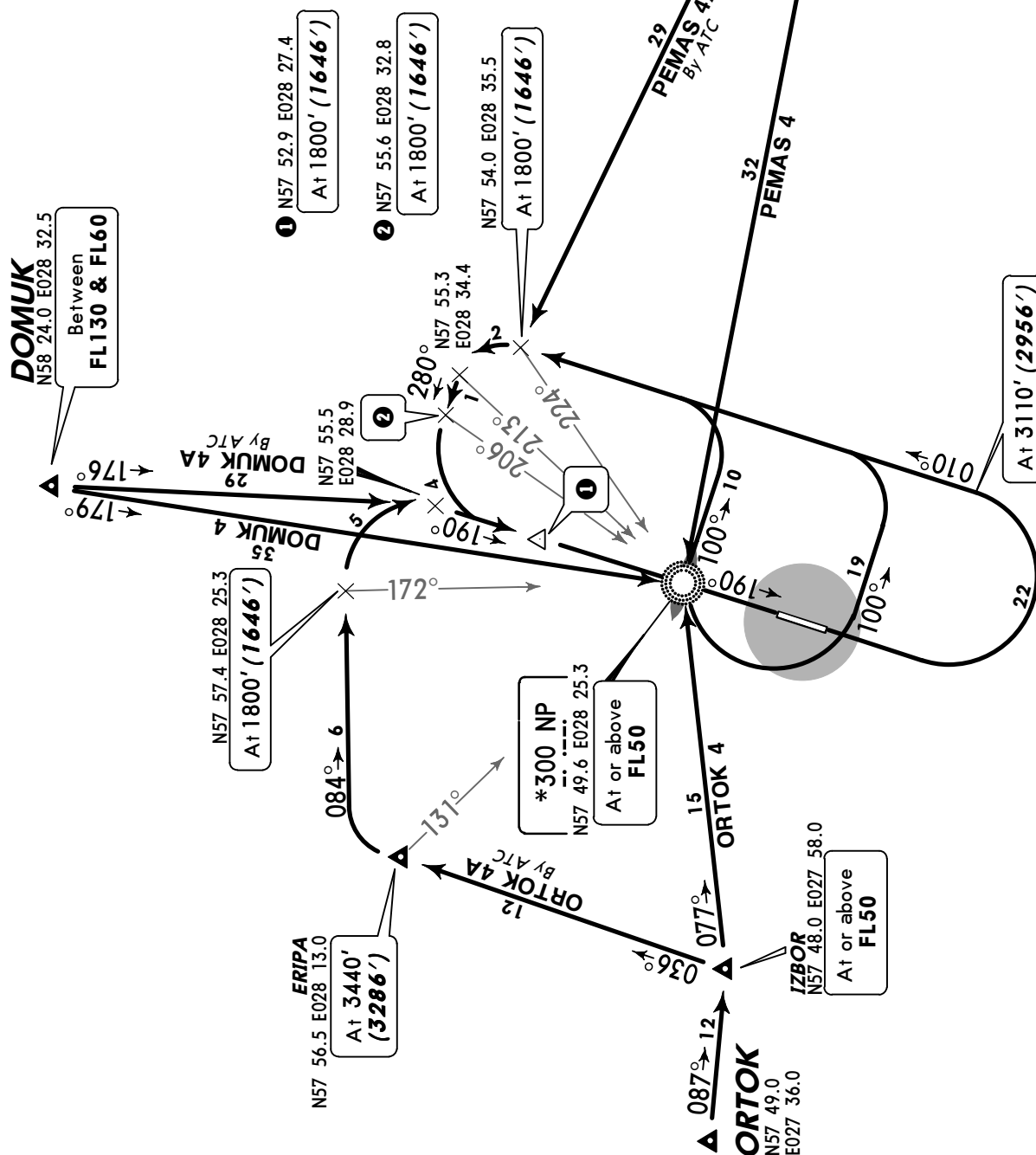
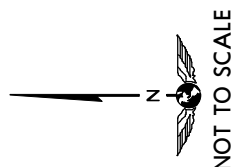
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3440' (3286')



DOMUK 4, DOMUK 4A [DOMU4A]
ORTOK 4, ORTOK 4A [ORTO4A]
PEMAS 4, PEMAS 4A [PEMA4A]
RWY 19 ARRIVALS

PEMAS
N57 43.9 E029 23.6
Between
FL130 & FL80

ALT/HEIGHT CONVERSION
QNH (QFE)
3440' (3286' - 1000m)
3110' (2956' - 900m)
1800' (1646' - 500m)



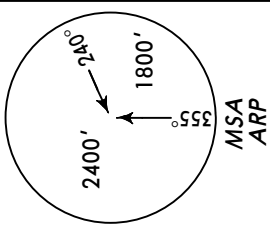
Apt Elev
154'

QNH on request (QFE)

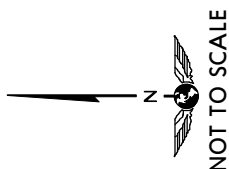
Trans level: FL50

FL60 if pressure is less than 733 mm (977.3 hPa)

Trans alt: 3440' (3291')



DOMUK 1, ORTOK 1, PEMAS 1 RWY 01 DEPARTURES



ORTOK 1

This SID requires minimum climb gradients of 7.5% up to the initial turn.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

ALT/HEIGHT CONVERSION

QNH	(QFE)
810'	(661' - 200m)
3110'	(2961' - 900m)
3440'	(3291' - 1000m)

DOMUK
N58 24.0 E028 32.5
Between
FL60 & FL130

At 3110' (2961')
but not before
6.5 NM from
THR RWY 19

PEMAS
N57 43.9 E029 23.6
Between
FL80 & FL130

***300 PK**
N57 44.2 E028 22.1

ERIPA
N57 56.5 E028 13.0
(131° brg to PK)

At or above
FL50

DOMUK 1, PEMAS 1
Turn at or above
810' (661')
but not before
2.2 NM from
THR RWY 19

IZBOR
N57 48.0 E027 58.0
At or above
FL70

ORTOK
N57 49.0 E027 36.0
Between
FL60 & FL120
or between
FL190 & FL410

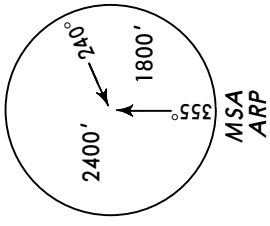
Apt Elev
154'

QNH on request (QFE)

Trans level: FL50

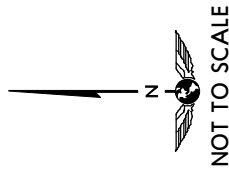
FL60 if pressure is less than 733 mm (977.3 hPa)

Trans alt: 3440' (3286')



ALT/HEIGHT CONVERSION
(QFE)
QNH 810' (656' - 200m)
3440' (3286' - 1000m)

DOMUK 3, ORTOK 3 ORTOK 3A [ORTO3A], PEMAS 3 RWY 19 DEPARTURES



DOMUK
N58 24.0 E028 32.5
Between
FL60 & FL130

These SIDs require minimum climb gradients
of 5% up to 810' (656'),
then

DOMUK 3, ORTOK 3

6.9% to NP.

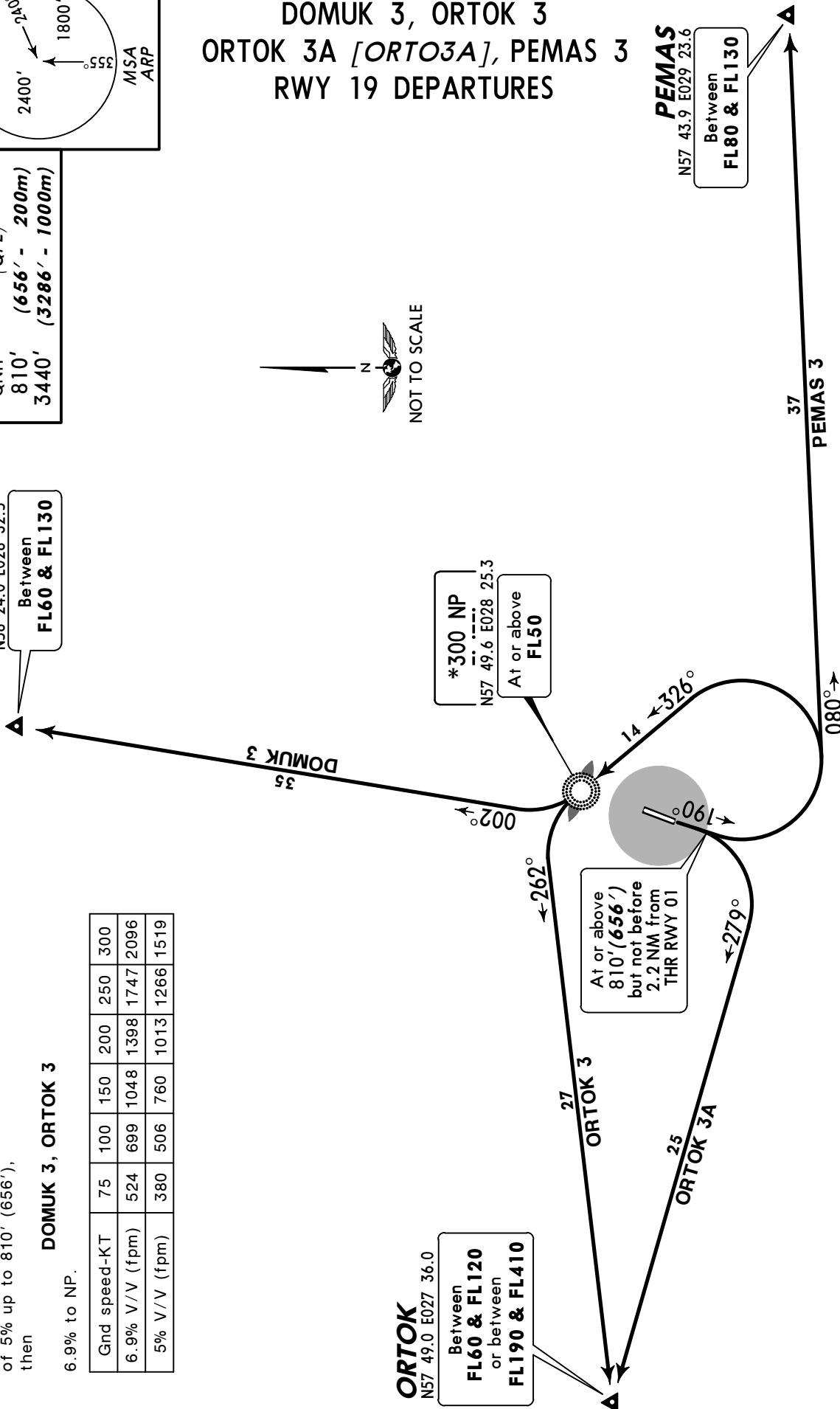
Gnd speed-KT	75	100	150	200	250	300
6.9% V/V (fpm)	524	699	1048	1398	1747	2096
5% V/V (fpm)	380	506	760	1013	1266	1519

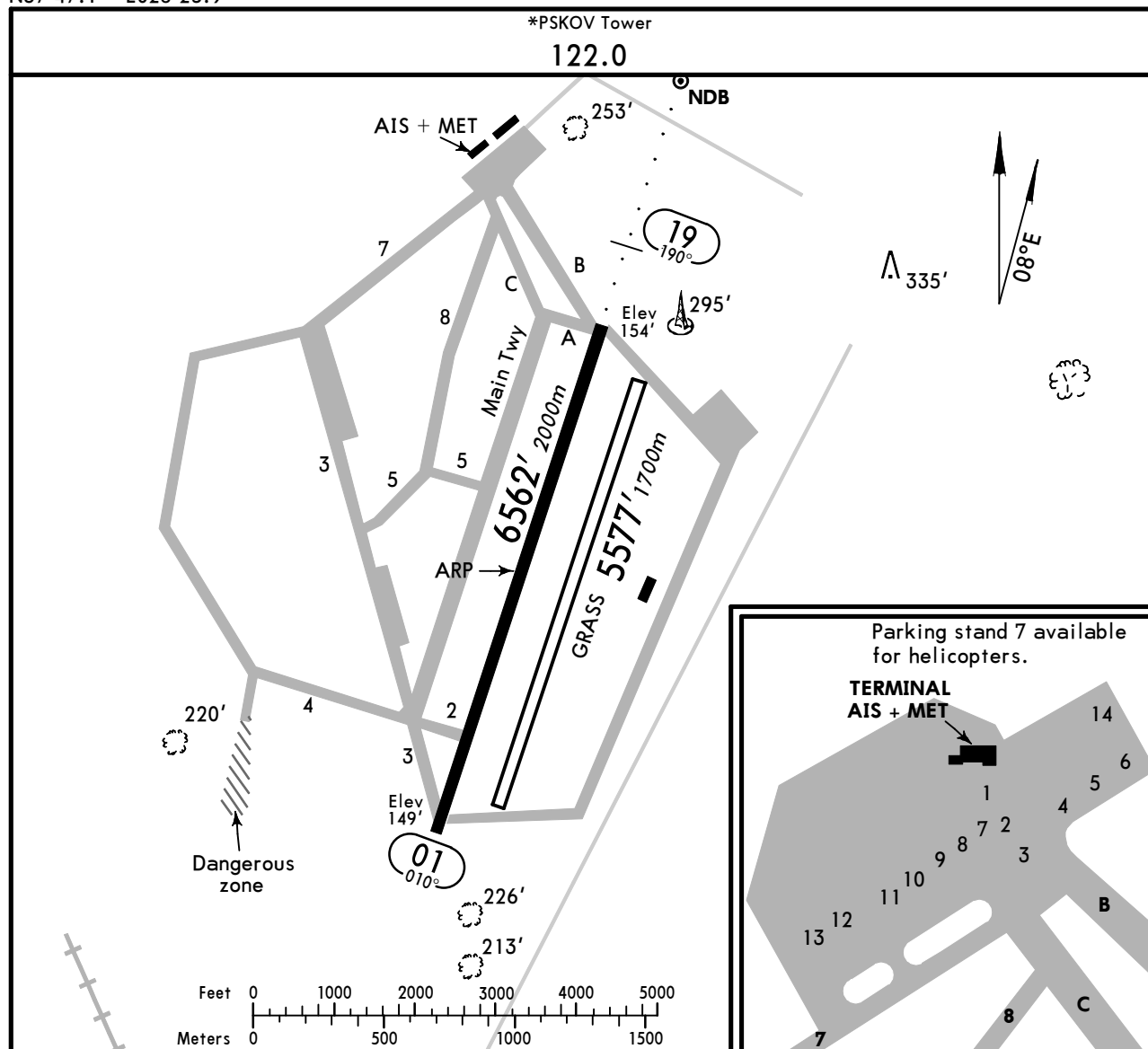
***300 NP**
N57 49.6 E028 25.3
At or above
FL50

PEMAS
N57 43.9 E029 23.6
Between
FL80 & FL130

ORTOK
N57 49.0 E027 36.0
Between
FL60 & FL120
or between
FL190 & FL410

At or above
810' (656')
but not before
2.2 NM from
THR RWY 01





GENERAL

Only twys A, B and C available for taxiing of acft class 3 and 4.
Taxiing shall be carried out at minimum speed, under idle power, strictly along centreline.
When VIS is 2000m or below and during NIGHT, taxiing shall be carried out with follow-me car or by towing tractor.
Birds.

ADDITIONAL RUNWAY INFORMATION

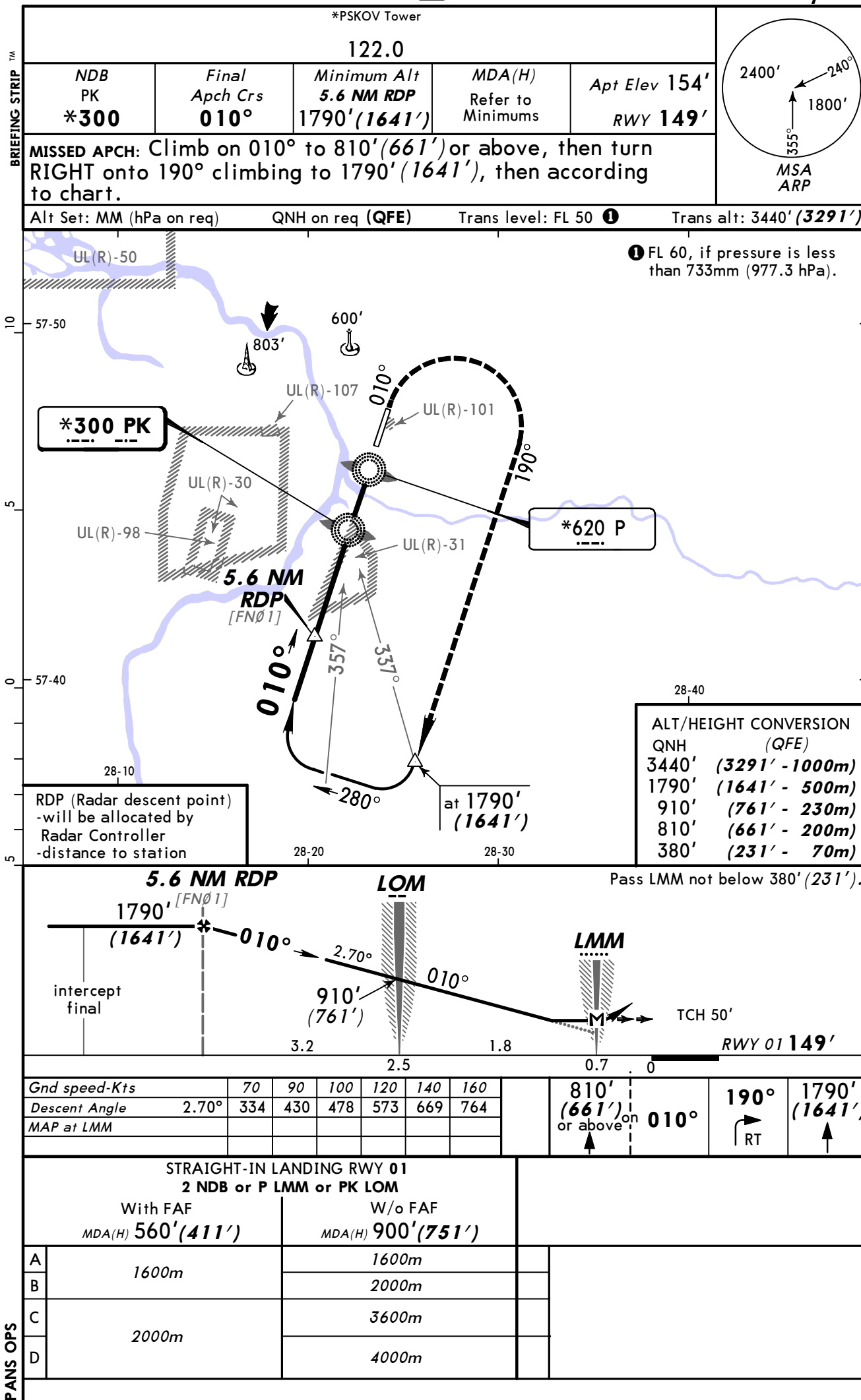
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
01	RL (60m)				144'
19	RL (60m) ALS SFL PAPI-L (angle 2.67°)				44m
01	Grass runway				144'
19					44m

TAKE-OFF

AIR CARRIER (JAA)

All Rwy's

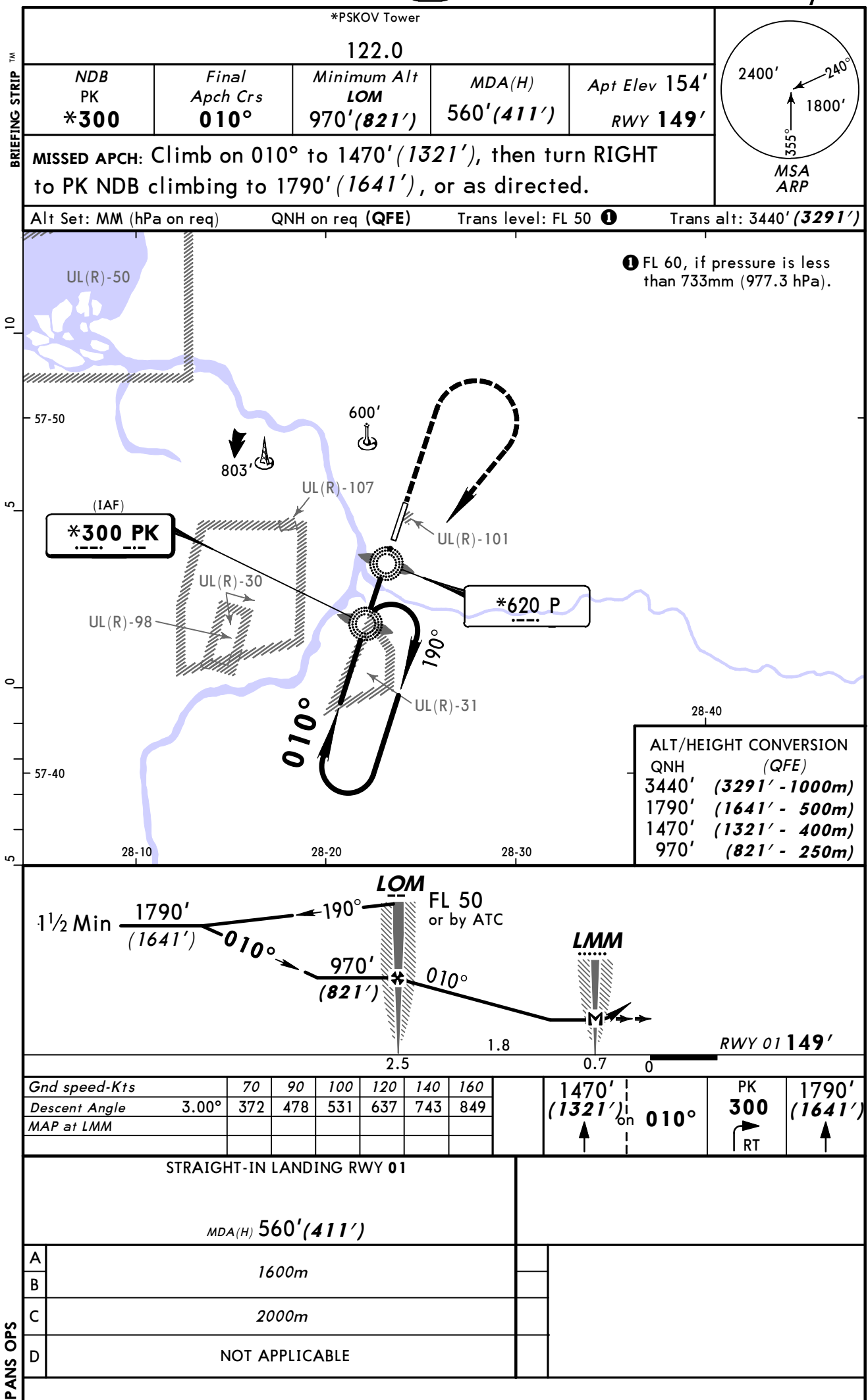
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	

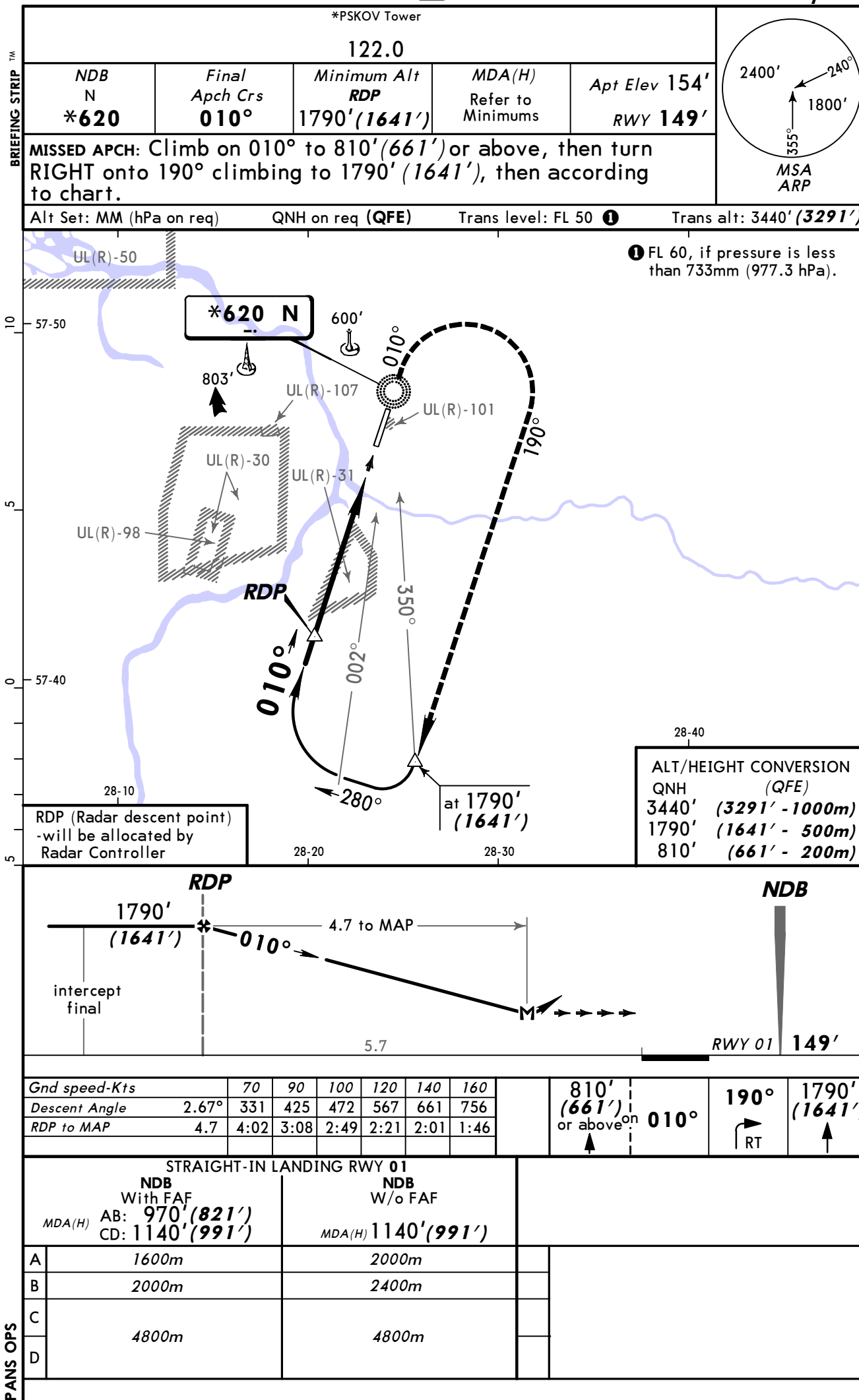


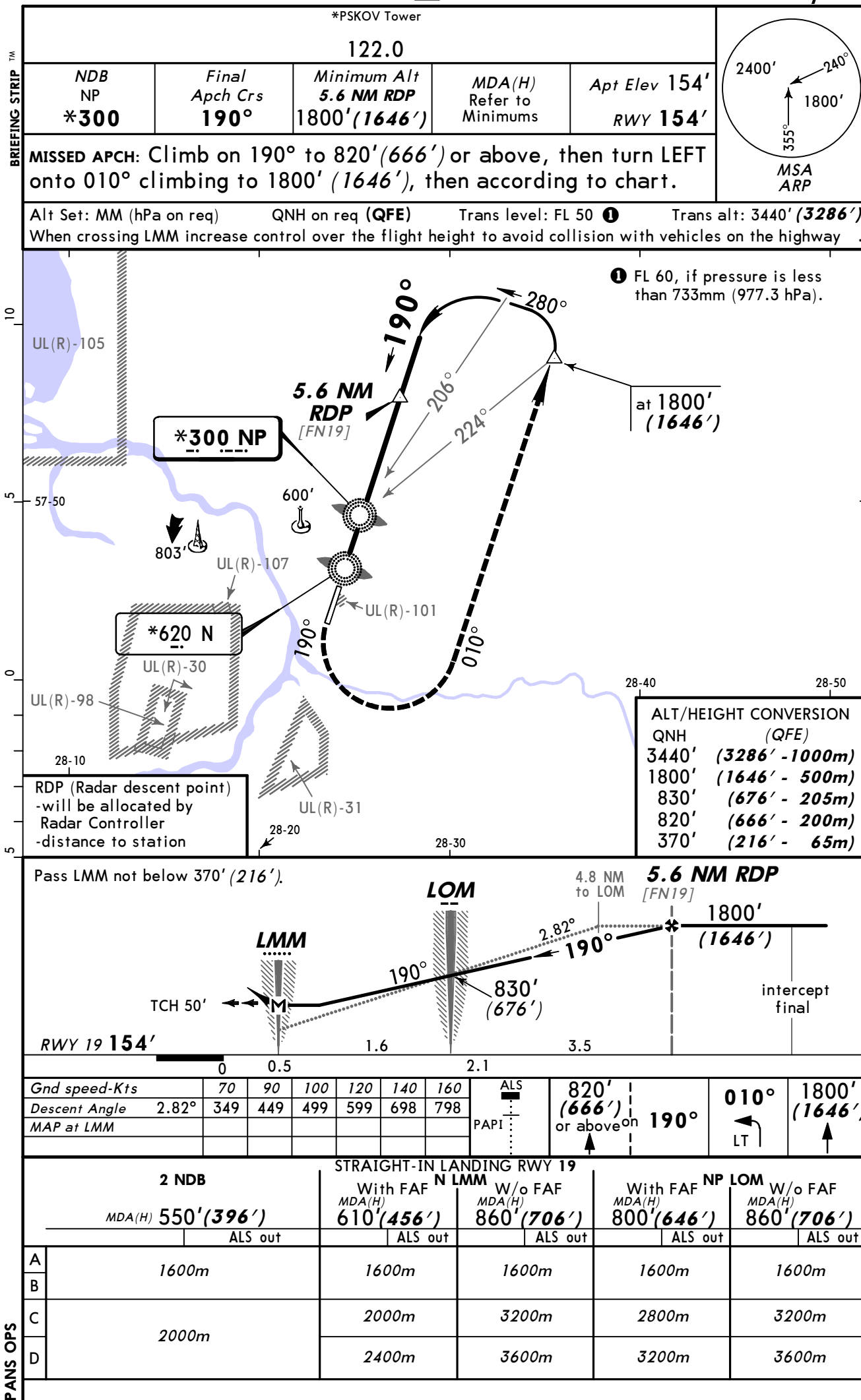
ULOO/PKV
PSKOV

JEPPESSEN
9 DEC 11 (16-2) CAT A, B & C

PSKOV, RUSSIA
via Racetrack NDB Rwy 01



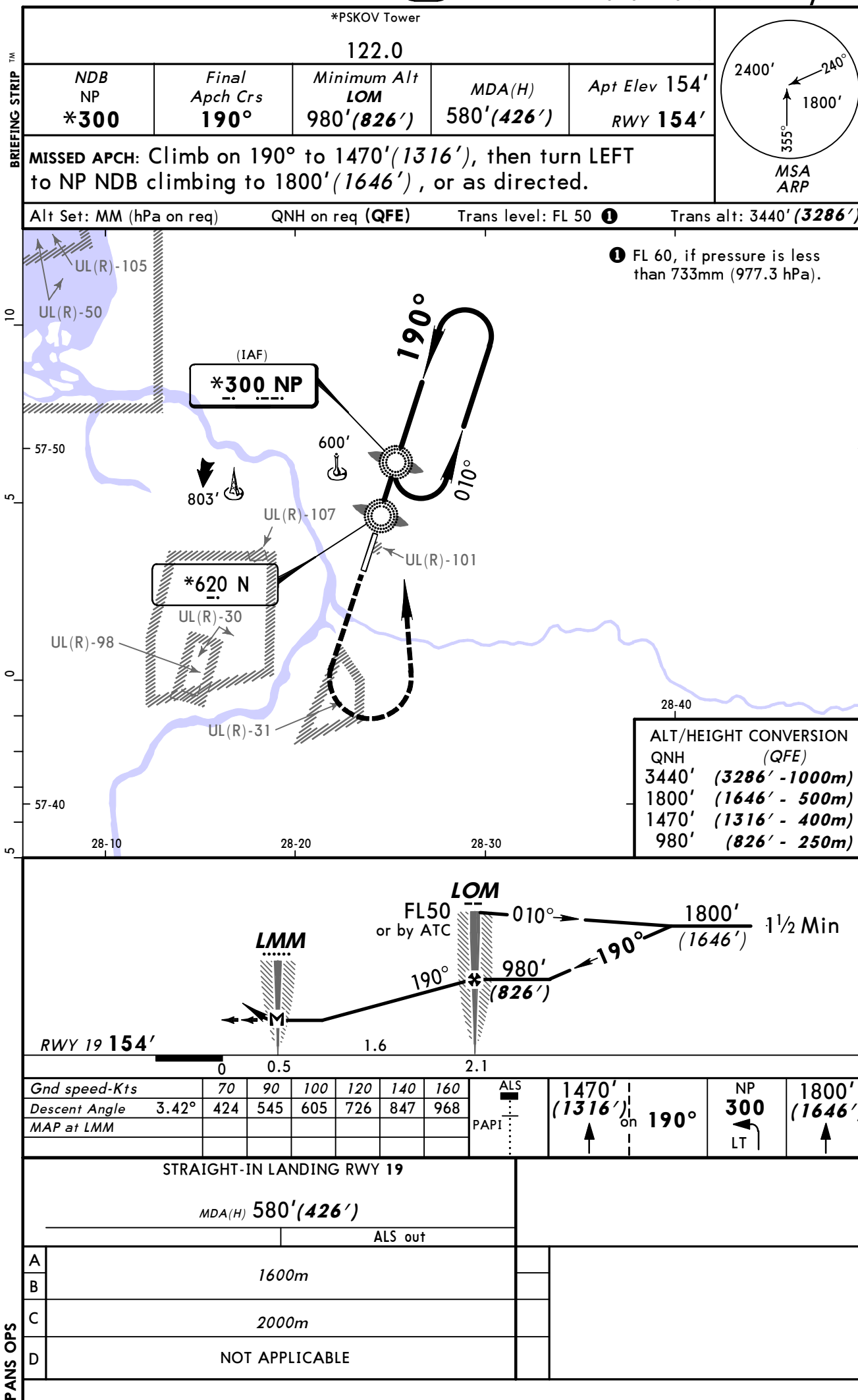




UL00/PKV
PSKOV

JEPPesen
9 DEC 11 16-5 CAT A, B & C

PSKOV, RUSSIA
via Racetrack NDB Rwy 19



PSKOV, (PSKOV - ULOO)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULOO

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.